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New Auto Door Unlock Mode Setting Added to Ridgelines

Here's something you need to be aware of: In early September '05, the factory changed the multiplex control unit in the under-dash fuse/relay box in '06 Ridgelines.

This change added a new setting to the auto door unlocking mode. In Ridgelines with this change, you can now select an all-door-unlock setting in addition to the driver's-door-unlock setting that's currently offered. The all-door-unlock setting also unlocks the In-Bed Trunk.

Here's the VIN breakdown for this change:

'06 Ridgeline RT
From VIN 2HKYK162.6H540234

'06 Ridgeline RTS/RTL
From VIN 2HKYK165.6H540774

So what's the bottom line here? Just that there are Ridgelines out there that have this setting and those that don't. Your dealership may in fact have a few of each in inventory. Vehicles with this new setting also come with a revised O/M and quick start guide that explains its usage. Here's a cool table that puts all of this stuff in a convenient nutshell:

Mode	Setting Procedure for Early VINs *(Controls driver's door plus In-Bed Trunk)*		Setting Procedure for Later VINs *(Controls driver's door or all doors plus In-Bed Trunk)*	
	Auto Lock Setting	**Auto Unlock Setting**	**Auto Lock Setting**	**Auto Unlock Setting**
Park (P) (Locks doors when shifting from P. Unlocks doors when shifting to P.)	1. With the shift lever in **P**, close the driver's door. 2. Turn the ignition switch to ON (II). 3. Push and hold the *front* of the master door **LOCK** switch. Listen for two clicks after **5 seconds**. 4. Release the switch, then within **5 seconds**, turn the ignition switch to LOCK (0).	1. With the shift lever in **P**, close the driver's door. 2. Turn the ignition switch to ON (II). 3. Push and hold the *rear* of the master door **LOCK** switch. Listen for two clicks after **5 seconds**. 4. Release the switch, then within **5 seconds**, turn the ignition switch to LOCK (0).	1. With the shift lever in **P**, close the driver's door. 2. Turn the ignition switch to ON (II). 3. Push and hold the *front* of the master door **LOCK** switch. Listen for two clicks after **5 seconds**. 4. Release the switch, then within **5 seconds**, turn the ignition switch to LOCK (0).	1. With the shift lever in **P**, close the driver's door. 2. Turn the ignition switch to ON (II). 3. Push and hold the *rear* of the master door **LOCK** switch. Listen for one click (driver's door unlock, **5 seconds**) or two clicks (all doors unlock, **10 seconds**). 4. Release the switch, then within **5 seconds**, turn the ignition switch to LOCK (0).
Drive (Locks doors when vehicle reaches 9 mph)	1. With the shift lever in **P**, close the driver's door. 2. Turn the ignition switch to ON (II). 3. Set the parking brake. 4. Push and hold the brake pedal, then shift from **P** to any other gear. 5. Push and hold the *front* of the master door **LOCK** switch. Listen for two clicks after **5 seconds**. 6. Release the switch, then within **5 seconds**, shift to **P**, and turn the ignition switch to LOCK (0).	N/A	1. With the shift lever in **P**, close the driver's door. 2. Turn the ignition switch to ON (II). 3. Set the parking brake. 4. Push and hold the brake pedal, then shift from **P** to any other gear. 5. Push and hold the *front* of the master door **LOCK** switch. Listen for two clicks after **5 seconds**. 6. Release the switch, then within **5 seconds**, shift to **P**, and turn the ignition switch to LOCK (0).	N/A

Mode	Setting Procedure for Early VINs *(Controls driver's door plus In-Bed Trunk)*		Setting Procedure for Later VINs *(Controls driver's door or all doors plus In-Bed Trunk)*	
	Auto Lock Setting	**Auto Unlock Setting**	**Auto Lock Setting**	**Auto Unlock Setting**
Ignition Switch [Unlocks doors when ignition switch is turned from ON (II) to either ACC (I) or LOCK (0)]	N/A	1. Turn the ignition switch to ON (II), close the driver's door. 2. Set the parking brake. 3. Shift from **P**. 4. Push and hold the *rear* of the master door **LOCK** switch. Listen for two clicks after **5 seconds**. 5. Release the switch, then within **5 seconds**, shift into **P**, and turn the ignition switch to LOCK (0).	N/A	1. Turn the ignition switch to ON (II), close the driver's door. 2. Set the parking brake. 3. Shift from **P**. 4. Push and hold the *rear* of the master door **LOCK** switch. Listen for one click (driver's door unlock, **5 seconds**) or two clicks (all doors unlock,**10 seconds**). 5. Release the switch, then within **5 seconds**, shift into **P**, and turn the ignition switch to LOCK (0).
Off (Turns off auto lock or unlock mode)	1. Set the parking brake. 2. Open the driver's door. 3. Turn the ignition switch to ON (II). 4. Push and hold the *front* of the master door **LOCK** switch. Listen for one click after **5 seconds**. 5. Release the switch, then within **5 seconds**, turn the ignition switch to LOCK (0).	1. Set the parking brake. 2. Open the driver's door. 3. Turn the ignition switch to ON (II). 4. Push and hold the *rear* of the master door **LOCK** switch. Listen for one click after **5 seconds**. 5. Release the switch, then within **5 seconds**, turn the ignition switch to LOCK (0).	1. Set the parking brake. 2. Open the driver's door. 3. Turn the ignition switch to ON (II). 4. Push and hold the *front* of the master door **LOCK** switch. Listen for one click after **5 seconds**. 5. Release the switch, then within **5 seconds**, turn the ignition switch to LOCK (0).	1. Set the parking brake. 2. Open the driver's door. 3. Turn the ignition switch to ON (II). 4. Push and hold the *rear* of the master door **LOCK** switch. Listen for one click after **5 seconds**. 5. Release the switch, then within **5 seconds**, turn the ignition switch to LOCK (0).

Check Tire Model Before Swapping Known-Goods

Got a '06 Civic Si in your shop for a tire-related problem? Make sure you first check which model tire you're dealing with before you go swapping known-good tires and wheels. The '06 Civic Si can be ordered with a set of road-hugging summer tires instead of the stock tires. These summer tires are the same size as the stock tires, so you've got to check the model before you swap to avoid mismatched tires. Here's what to look for:

Stock Tire: Michelin Pilot HX MXM4 215/45VR17 (87V) Tread Wear Rating 300

Summer Tire: Michelin Pilot Exalto PE2 215/45WR17 (91W) Tread Wear Rating 240

Dead 12-Volt Battery? Replace A/C Clutch Relay

Revised 8/4/06

Got a '06–07 Accord Hybrid or '03 Civic Hybrid with a dead 12-volt battery? The problem could be the contacts of the A/C clutch relay are stuck closed, causing a drain on the battery.

To fix this problem, pull the relay and check if it's made by Mitsuba. If it's another brand, replace it with a Mitsuba relay (P/N 39794-S04-003, H/C 4843264). The Mitsuba relay uses contacts made from a material that resists sticking.

If it is a Mitsuba relay, measure the parasitic current draw and press on with normal troubleshooting.

SRS Indicator On with SRS DTC 82-12 or 83-22

If a '06 Civic 2-door comes into your shop with the SRS indicator on and SRS DTC 82-12 (no signal from the inner side front passenger's weight sensor), DTC 83-22 (no signal from the outer side front passenger's weight sensor), or both set, refer to S/B 06-002, and replace the ODS unit. (We've just revised this S/B to include these DTCs in the title, *Safety Recall: ODS Unit Does Not Suppress Airbag Deployment, and DTC 82-12 or 83-22 Is Stored*.)

After installing the new ODS unit, you've got to calibrate and initialize it with the HDS. Step 12 in the S/B is a tad fuzzy on just how to do that. Here are the details you need to finish the job:

1. Connect the HDS to the 16P data link connector (DLC). Turn the ignition switch to ON (II). Turn on the HDS.
2. At the screen prompts, enter the VIN (if you're asked) and the odometer reading.
3. From the **Select Mode** screen, select **Honda Systems**. From the **System Selection Menu**, select **SRS**. From the **Mode Menu**, select **SRS**.
4. From the **SRS Test Mode Menu**, select **Calibration**. From the **Calibration Menu**, select **ODS Unit Initialization**.
5. Follow the screen prompts to complete and monitor the process.

   NOTE: When asked, make sure you use a calibrated weight that's between **55 and 77 lbs** (as stated in the S/M).

   - If the ODS initialization completes OK, go to step 13 in the S/B to wrap things up.
   - If the OPDS fails to initialize, go to **Calibration Menu**, select **OPDS Initialization**, and follow the prompts.
   - If the SWS fails to initialize, go to **Calibration Menu**, select **SWS Calibration**, and follow the prompts.

Always Check Tire Pressures at PDI

We really can't emphasize this enough: At PDI, *always* check the tire pressures, and set them to the correct cold inflation values listed on the driver's doorjamb sticker.

New vehicles get shipped from the factory with tire pressures set from **40 to 45 psi**. This is intentionally done to prevent flat spots from forming during the long haul.

If you forget to check and adjust the tire pressures at PDI, you could find yourself having to deal with these typical new vehicle owner complaints:

Overinflated Tires

- Tire tread wears excessively or unevenly in the middle
- Steering feels vague
- Vehicle rides harsh or stiff
- Tires make a lot of road noise
- Vehicle drifts or pulls to one side or the other

Underinflated Tires

- Tire tread wears excessively or unevenly on the outside edges
- Steering feels heavy
- Fuel economy drops

Unevenly Inflated Tires

- TPMS indicator comes on
- Uneven tire pressures are indicated

To ensure each new Honda that rolls off your dealership's lot gives its new owner the very best in performance, comfort, and safety, make sure it's delivered with the correct tire pressures. If any tire has excessively low pressure, it goes without saying you need to check it for a possible leak and make any needed repairs.

The same can be said about the spare tire. Although it's out of sight and out of mind, the new owner expects a dependable working spare in the event of a roadside emergency.

Something as simple as correct tire pressure can have a powerful impact on how your customer views the product, your dealership, and the Honda brand. And that, of course, can impact your dealership's sales and service business.

Dealing With Seat Belt Complaints

All seat belts returned under warranty are carefully inspected to find out exactly what caused the failure. In most cases, the results show the parts aren't even damaged, or they're damaged either by contamination (spilled beverages, lodged objects) or cuts in the belt webbing. Such damage *isn't* covered by warranty.

The two most common complaints you'll deal with are the seat belt retracts but doesn't extend or the seat belt buckle doesn't work.

If you're dealing with a seat belt that retracts but doesn't extend, a safety feature might just be the reason. Starting with all '96 Hondas ('95 Odysseys, '95 Civic 2- and 4-door models built from August '95, and '94 Passports) the seat belt retractors on passenger lap/shoulder belts were outfitted with locking mechanisms for securing child seats. When you pull the seat belt all the way out, this locking mechanism engages. Once engaged, the seat belt continues to retract, but it locks up if you try to pull it out again. This feature lets you wrap the belt around a child seat yet still adjust it nice and snug. To return the belt to its normal operation, you unbuckle it and let it fully retract.

If you're dealing with a seat belt buckle that doesn't work, use a flashlight to check for spilled or lodged items inside. Things like spilled beverages or even a lodged coin or toothpick can hamper the latching mechanism's operation. If you find anything inside that doesn't belong there, replace the buckle. And to spare your service customer the cost of yet another repair, make sure he or she knows just what caused the problem. Buckle damage caused by contamination *isn't* covered by warranty.

One last thing: Seat belt parts contain lots of small pieces that can easily get damaged if you try to service them. **Whenever you work on a seat belt buckle, a retractor, or other critical seat belt parts, *never* take them apart or try to clean, lubricate, or repair them.** You could find yourself dealing with more than you bargained for.

Flush Systems: A *Big* Taboo

In Honda vehicles, the transmission, as well as the systems that handle lubrication, cooling, fuel, and power steering, are designed to give thousands of miles of trouble-free service if you follow the maintenance schedule to the letter.

Flush systems are a popular aftermarket offering these days. These products look impressive and make lots of claims, but American Honda strongly recommends you avoid using them on any Honda vehicle. Here's why:

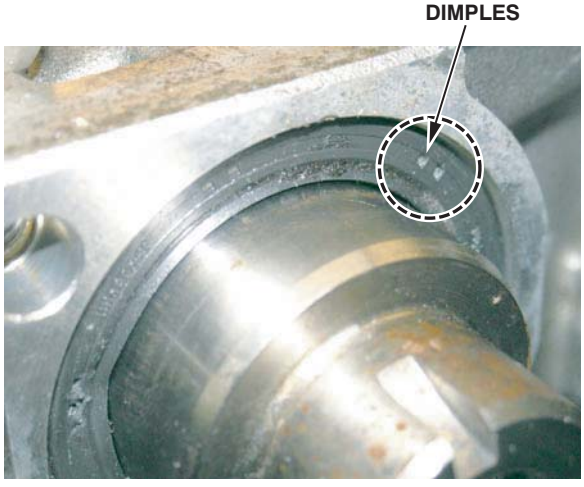
- The maintenance schedule neither requires nor approves of aftermarket flush systems.
- Flush systems take time to do; this adds to your service customer's wait time.
- Flush systems haven't demonstrated an improvement in vehicle performance or reliability.
- Flush systems using solvents may leave solvent in the system you're flushing. This will dilute the fluid or lubricant and degrade its performance.
- Flush systems using filters can filter out vital additives and degrade the fluid's or lubricant's performance. This is particularly true for coolant.
- Any damage caused by flush systems *isn't* covered by warranty.

Follow These Steps to Return Faulty Engine Oil Seals to WPI

Doing some warranty work on an engine with leaky oil seals? The friendly folks at Warranty Parts Inspection (WPI) need your help. Lately, a lot of the returned faulty engine oil seals have come back mangled or with the contamination rubbed off. This makes it tough, if not impossible, for them to do a thorough inspection and analysis. Here's a simple procedure to ensure WPI gets what they need to do their job:

1. If you can see exactly where the leak is coming from (such as a rip or tear in the seal), use a paint pen to mark its location; otherwise, go to step 2.
2. Use a hammer to firmly tap a **4 x 20 mm** Phillips head sheet metal screw into the metal part of the seal. If you marked the leak location in step 1, make sure you tap the screw into the metal part that's directly across from where you made the mark.

Handy Tip: The oil seal has a number of small dimples around its circumference. These make nifty pilot holes to steady the screw as you tap it in.



3. Use a cordless screwdriver, or other suitable tool, to firmly drive the screw into the seal so it won't come out.

4. Use a pair of diagonal cutters to grip the screw under its head. While carefully prying up with the cutters, grab the screw with your other hand and gently pull out the seal.

5. Slip the seal (with the screw attached) into a resealable plastic bag. Avoid touching any surfaces that may have contamination on them.
6. Tag the plastic bag, and set it on the warranty parts shelf for the appropriate factory to call it in.

Clean Engine Compartments With Mild Detergent

Got a greasy, grotty engine compartment that begs for cleaning? Stay away from strong chemicals such as brake cleaners or wheel cleaners. These products can cause under-hood plastic components to get brittle. And brittle components—some of which can impact vehicle performance—can later fail during normal use.

For cleaning engine compartments, American Honda strongly recommends using mild detergent and a pressure washer. This combo does a fine job of cleaning things up without the risk of component damage.

Trunk Won't Open With Release Lever or Remote

Can't pop the trunk on a '06 Civic 2-door using the trunk release lever, the keyless remote, or the ignition key? Here's what you need to do to get it open:

1. Remove the rear seat cushion.
2. Remove the rear seat-back hinge mounting bolts.
3. Flex the seat-back enough so you can reach the seat-back release lever.
4. Crawl into the trunk, and pull the emergency trunk opener release lever to the left to open the trunk.
5. Make your repairs to the lock, then reinstall everything you removed.

This procedure came to us from **Chris Parlan** of Marin Honda in Corte Madera, CA. Thanks, Chris.

Don't Forget Your Name in "Customer's Complaint" Box

Here's a friendly reminder: When ordering a reman A/T, don't forget to include your name in the **Customer's Complaint** field of the Warranty A/T Order form. This is now a requirement from American Honda. It shows that a qualified person was assigned to the repair and troubleshot the problem.

Navi Voice Command Problems? Check This Out

NOTE: This article applies to '03–06 Accords, '06 Civics, '05–06 Odysseys, '06 Pilots, and '06 Ridgelines with the navigation system.

If you've got a vehicle in your shop because the navigation system doesn't seem to understand voice commands, check these items. Any one of them can affect voice recognition performance.

- **Air Vents:** Make sure none of the dashboard vents point toward the map light and microphone. Air blowing on the microphone creates noise that cuts down a lot on the navigation system's voice recognition capability.
- **Road Noise:** Driving on noisy road surfaces, driving with the moonroof or a window open, or using the Recirc mode with the blower cranked up increases the noise level inside the vehicle. This can affect how well the navigation system's voice recognition works.
- **Other Passengers:** The navigation system's voice recognition can't separate the driver's voice from those of other passengers.
- **Wrong Commands:** If the navigation system doesn't respond to voice commands, make sure they're the right ones and they're given in a clear and concise voice. For more info, press the **INFO** button on the front of the audio unit and select **Voice Command Help** from the **Information screen**.

Battery Keeps Going Dead

Got a '05 Accord V6 in your shop with a battery that just keeps going dead? The reason could be the XM receiver's LT BLU wire is shorted to the heater box near connectors C407 and C408 behind the dashboard (see ETM for details).

This wire supplies a ground signal to the XM receiver from the audio unit whenever you turn the ignition switch to ON (II). If it's shorted, it's continuously grounded and the XM receiver can't turn off. This causes a **0.5 amp (500 milliamp)** current draw that can suck the battery dry.

To fix this problem, repair or replace the LT BLU wire as needed.

AUTOMOTIVE Youth Educational Systems YES ®

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